STATE ROUTE

District 6

Transportation Concept Report

Office of System Planning July 2006

DRAFT

Approval Recommended:

_____ _____

Marc S. Birnbaum **Date**
Acting Deputy District Director
Planning and Local Programs

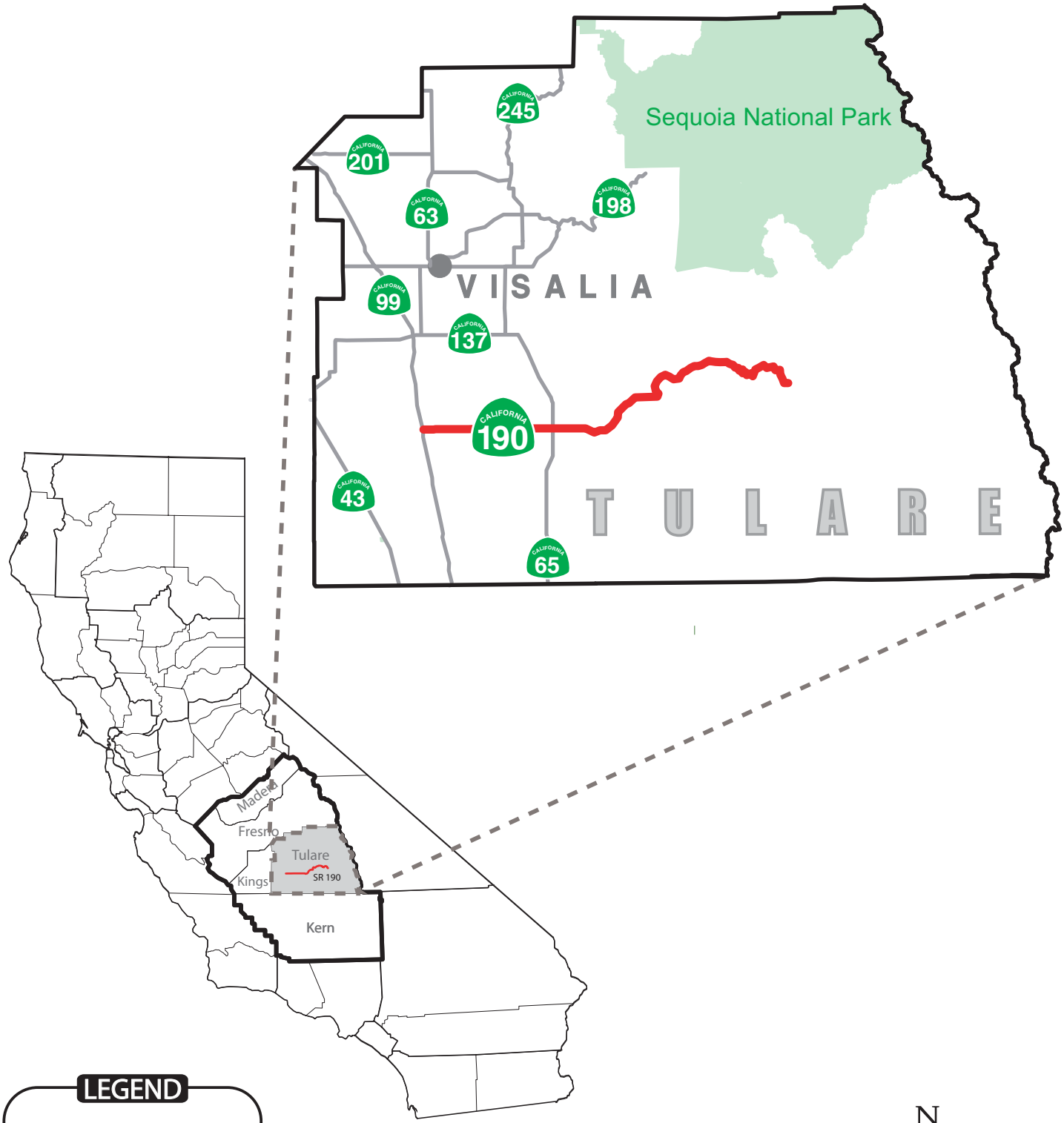
_____ _____

D. Alan McCuen **Date**
Acting District Director

DRAFT

STATE ROUTE
TRANSPORTATION CONCEPT REPORT

LOCATION MAP



LEGEND

Counties within District 6 which SR 190 traverses

Caltrans District 6 Boundary

Caltrans

N

Not To Scale

Transportation Concept Report
State Route 190
July 2006

I. INTRODUCTION

The Transportation Concept Report (TCR) is a long-range system planning document that establishes a planning concept for the corridor through the year 2030. TCRs provides route data and information, as well as current and projected (2006, 2015, and 2030) operating characteristics. Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility types for each route. It also broadly identifies the nature and extent of improvements needed to attain the Concept LOS. Capacity-enhancing improvements, such as lane additions, are the primary focus for LOS attainment. The TCR also identifies transit, bicycle travel, and the implementation of Intelligent Transportation Systems (ITS) as integral to route corridor development.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, or whichever LOS is feasible to attain. For the purpose of this document, the Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency (a need for improvement) is triggered when the actual LOS falls below the Concept LOS.

The Ultimate Transportation Corridor (UTC) ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030. However, the determination of the UTC does not consider funding as a constraint. Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location along the corridor. This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process.

Consequently, the specific nature of proposed improvements such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during later project report and design phases.

Therefore, the TCR is a "living document," subject to amendments as conditions change and projects are completed. System Planning staff will update the TCR on a three-to-five year cycle or as needed.

This TCR for State Route (SR) 190 was prepared and completed by the District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: At State Route 99 near Tipton in Tulare County

Ends: At Quaking Aspen Camp in Tulare County (Caltrans District 6), the unconstructed portion ends at SR 127 near Death Valley Junction in Inyo County (Caltrans District 9)

Length: A 231 mile long highway from SR 99 near Tipton to SR 127 near the Death Valley Junction in Inyo County (approximately 31 miles across the Sierra Nevada Mountains is unconstructed).

This TCR covers the District 6 portion of the route; 56.6 miles from SR 99 near Tipton to Quaking Aspen in the Sierra Nevada Mountains. This report covers the 87.6 miles of State Route 190 in District 6, of which 56.6 miles is constructed and 31 miles is unconstructed.

Within District 6, the route is predominately a 2-lane conventional highway (2C) except for the 3.6 mile, 4-lane expressway (4E) portion (PM 14.90/18.50) through Porterville.

Formerly known as SR 127, Route 190 was added to the State Highway System in 1933. It is not a part of the California Freeway and Expressway System within District 6. The highway is eligible to be part of the State Scenic Highway System from SR 65 in Porterville to SR 127 near Death Valley Junction (in District 9).

Route 190 is functionally classified as a Minor Arterial between Route 99 and the Porterville urban area. It becomes a Principal Arterial through Porterville and a Minor Arterial between the city of Porterville and Balch Park Road. It then continues as a Major Collector to Quaking Aspen Camp, which is the end of the existing route.

The route is a Federal-Aid Primary State Highway from SR 99 to Balch Park Road (PM 32.70); the balance of the constructed highway is a Federal-Aid Secondary Highway. It is designated a State Terminal Access Route from Route 99 to the vicinity of Springville (near PM 31.80). Under the Federal Surface Transportation Assistance Act (STAA) of 1982, it is classified as an Advisory Route for truck travel from Springville to the end of the route.

The route provides access for agricultural (and other products) goods movement and area travelers from Routes 65 to 99. Route 99 is a major statewide trunk line for the agricultural, dairy, and commercial products transported via SR 65 and 190 to the rest of the state and nation. State Route 190 is an east-west corridor serving the city of Porterville, as well as the communities of Poplar, Springville, and Pierpoint Springs. It also provides direct access to many recreational areas such as the Lake Success recreational area, Sequoia National Park, and various campsites and day use areas.

At this time, there are no plans to study the unconstructed alignment of Route 190. If ever built, it would provide a unique access across the Sierra Nevada Mountains from the Central Valley; it would be the only access between Route 120 across Tioga Pass in Yosemite National Park and SR 58 in Kern County.

Two state highways intersect the route through District 6. From east to west, the routes are Route 99 at the westerly beginning of SR 190 and SR 65 in Porterville.

Land Use: State Route 190 lies in the eastern San Joaquin Valley, and traverses the Valley in an east-west direction ascending the Sierra Nevada Mountains. Agriculture is the most dominant land use along the SR 190 corridor outside of the city of Porterville. Most of the agricultural land is devoted to crop and orchard production. There are also dairy and livestock farms.

The Tulare River Indian Tribe Reservation and Eagle Mountain Casino are both located approximately 20 miles east of Porterville. The Reservation was established in 1873 and is estimated to cover approximately 85 square miles in the foothills south of SR 190.

The route is classified as rural; there are no major residential, commercial, or industrial uses (outside of Porterville and Springville). Lake Success provides recreational opportunities as do

the Tule River and forested mountain areas. There are several campgrounds along the road. Shopping and services are available in the various communities, as well as in Porterville.

Terrain: The highway goes from flat in the western portion, to rolling and mountainous as it climbs into the Sierra Nevada Mountains.

A. Modal Alternatives

Amtrak: Amtrak does not provide passenger rail services along any portion of Route 190. At approximately PM 16.50 (paralleling Main Street) tracks of the San Joaquin Valley Railroad cross under Route 190. These tracks originate in Bakersfield, pass through Porterville, and then proceed through Lindsay, Exeter, Reedley, and then terminates in Fresno. Currently, this rail line is used solely for freight but could possibly provide the needed right-of-way for a future passenger rail system. Amtrak, via its San Joaquin Route, runs six passenger trains on a daily basis through the San Joaquin Valley with connections in Bakersfield, Wasco, Corcoran, Hanford, and Fresno. However, these cities are not traversed by Route 190.

Transit Services: Both fixed-route and dial-a-ride buses serve the local traveler along Route 190. Within the city of Porterville, Porterville Transit Routes 4 and 6 currently use Route 190 for a portion of their route. Similarly, Tulare County Transit currently uses a portion of Route 190 for its Springville and Poplar routes. Greyhound Bus Lines and Orange Belt Stage Lines do not serve Route 190. For additional information refer to the Appendix.

Bicycle Routes/Facilities: From the beginning of SR 190 at Route 99 to its terminus at Quaking Aspen Camp (PM 56.60) it is comprised of conventional and expressway highway segments. All of the conventional and expressway segments are opened to bicycle travel. Shoulder widths range from zero to 12 feet and as such bicyclists should use extra care when riding narrow roadways. The terrain varies from level to mountainous.

The Tulare County Association of Government's (TCAG) Countywide Bicycle Transportation Plan lists this route, from its beginning at Route 99 to Balch Park Road east of Springville (PM R32.68), as a "Proposed Class II or Class III Bikeway." Beyond Balch Park Road, the county of Tulare has not assigned a bikeway designation to the road. Similarly, the city of Porterville has not designated any portion of Route 190 as a part of their bicycle plan. For additional information refer to the Appendix.

Pedestrian Access/Facilities: Pedestrian and Americans with Disabilities Act (ADA) compliance concerns are to be found primarily in and near Porterville and in the rural community of Springville (Segments 2, 3, and 5) where there are large concentrations of residential, retail, and commercial properties adjacent to the right-of-way. The remainder of the route is rural with few if any pedestrian or ADA concerns unless major projects are constructed within these segments. For more information refer to the Appendix.

High Speed Rail: The California High Speed Rail Authority (CHSRA) has developed a plan to build a high-speed rail line from San Diego to San Francisco. Electric-powered, high-speed trains could be operated at speeds up to 200 mph, allowing for travel from downtown San Francisco to Los Angeles in approximately 2 1/2 hours. The proposed 700-mile-long system would stretch from San Francisco, Oakland, and Sacramento in the north, through the Central Valley, and to the south through Los Angeles to San Diego. Should the CHSRA choose the Grapevine route alignment (instead of the currently proposed Palmdale/Lancaster/Tehachapi route), it may parallel I-5 and SR 99. The high-speed rail line would connect to the state's existing transportation network with station links to airports, inter-city rail and bus lines, commuter rail, and urban rail transit lines. This will directly benefit all motorists with traffic reductions and will help improve travel times.

B. Intelligent Transportation Systems

The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno using ITS measures such as closed circuit television and changeable message signs. Implementation of ITS technology where appropriate would help enhance traveler information service and operational and safety efficiency of the route by informing motorists of traffic congestion and inclement weather such as fog, dust, wind, highway construction and/or closings. For additional information refer to the Appendix.

The 511 travel information phone number system is a new aid to travelers and is being implemented throughout various areas of the country and state. This call system would provide access to travel information. Not yet available in District 6, the 511 number would be an easy-to-remember telephone number that can be accessed by travelers before and during their trip to obtain information about state highways, local roads, local transit, and state and local trains.

C. Route 190 Highway Facts

- Used by local, recreational, agricultural, commercial, etc., travelers, the Annual Average Daily Traffic (AADT) ranges from approximately 430 to 22,000, with trucks constituting up to 31 percent of the AADT.
- Functionally classified as a Minor Arterial between SR 99 and the western Porterville urban area, and then between the eastern Porterville urban area and Balch Park Road.
- Is a Principal Arterial through the Porterville urban area and then continues as a Major Collector between Balch Park Road and Quaking Aspen Camp.
- Formerly known as Route 127, SR 190 was added to the State Highway System in 1933.
- Serves as a connection between SR 65 and 99, providing access to Route 99, a statewide trunk line for the agricultural products transported via Route 65.
- A Federal-Aid Primary State Highway from Route 99 to Balch Park Road; the balance of the constructed highway is a Federal-Aid Secondary Highway.
- A State Terminal Access Route from SR 99 to the vicinity of Springville under the Federal Surface Transportation Assistance Act (STAA) of 1982.
- Provides direct access to the Lake Success recreational area, Sequoia National Park, and other destinations.
- Is an east-west corridor serving the city of Porterville, Poplar, Springville, and other communities.
- Eligible for State Scenic Highway designation including the unconstructed portion.

D. General Environmental Considerations

Sensitive biological species potentially occurring along Route190 include the following special-status flora and fauna. The flora include the Kaweah brodiaea, Springville clarkia, Twisselmann's

buckwheat, striped adobe-lily, San Joaquin adobe sunburst, Keck's checkerbloom, and, California jewel-flower, Deer grass, and possibly riparian and wetland vegetation. The fauna include the Tipton kangaroo rat, California wolverine, San Joaquin kit fox, Vernal pool fairy shrimp, valley elderberry longhorn beetle, Swainson's hawk, California condor, Little Kern golden trout, and migratory birds, such as swallows and hawks. In addition, historical and archaeological sites are located along the route in unspecified areas. These sites are monitored by Caltrans cultural resources staff and Native American consultants, and are subject to consideration under State and Federal laws relating to cultural resources management.

III. Segment Map

An 11x17" foldout TCR Segment Map for Route 190 shows the 9 segments of SR 190 in Tulare County. Following the Segment Map is an overview of SR 190's geometrics and land use considerations. The overview is split into several segment groups. See the attached two page Summary Chart at the end of Section VII for more information.

STATE ROUTE 190
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

Tulare County

1. **Segment 1:** PM 0.0 / 9.5
   SR 190/99 SEP / Road 192
2. **Segment 2:** PM 9.5 / R15.0
   Road 192 / 0.13 MI W of SR 65
3. **Segment 3:** PM R15.0 / 18.5
   0.13 MI W of SR 65 / Blue Heron Pkway - Rd 265
4. **Segment 4:** PM 18.5 / 22.5
   Blue Heron Pkway - Rd 265 / Success Dam Access
5. **Segment 5:** PM 22.5 / R32.7
   Success Dam Access / Balch Park Rd - Milo Rd
6. **Segment 6:** PM R32.7 / 34.0
   Balch Park Rd - Milo Rd / 0.5 MI E of Old Hwy
7. **Segment 7:** PM 34.0 / 48.0
   0.5 MI E of Old Hwy / Camp Nelson Rd
8. **Segment 8:** PM 48.0 / 56.6
   Camp Nelson Rd / Quaking Aspen Camp
9. **Segment 9:** PM 56.6 / 87.6
   Quaking Aspen Camp / Inyo Co Line
   (Unconstructed)

LEGEND

Indicates segments of Route 190.

Indicates an unconstructed segment.

1 Corresponds with the symbols below to provide segment information.

Rd = Road
MI = Mile
PM = Post Mile
SEP = Separation
SR = State Route

IV. Geometrics, Land Use, and Environmental Considerations

Segments 1-4: 190/99 Separation to Success Dam Access

Begins: At State Route 99
Ends: At the Lake Success Dam Access Road

Land Use: Route 190 begins at Route 99 and heads in an easterly direction. The land use is predominately agricultural in these segments, including orchards, row crops, and dairies. The community of Poplar contains commercial, agricultural, and residential uses.

The city of Porterville is the major population center and only city on the route and has various commercial, industrial, and residential uses. Of note directly off the south side of the highway is the Wal-Mart Distribution Center (approximately 1.1 million square foot building on approximately 169 acres). Nearby at the northwest corner of Jaye Street and SR 190 a commercial center has been proposed (PM 15.05). Lake Success is located 8 miles east of Porterville along the north side of SR 190 and offers recreational activities such as boating, fishing, picnicking, and camping.

Facility: From Route 99 to Route 65 in Porterville the facility consists of a 2-lane conventional highway. From SR 65 to PM 18.50 it is a 4-lane expressway; from here to the end of the route the road is a 2-lane conventional highway. The only state highways that intersect Route 190 are Route 99 at the beginning of the route and Route 65 in Porterville.

Environmental/Historical Resources: On the valley floor (PM 0.00 to near 20.01), the major environmental issues revolve around threatened and endangered plant and animal species. Also wherever the highway is close to the Tule River, there is the potential for encountering archaeological resources.

Segments 5-9: Success Dam Access to the Inyo County Line

Begins: At Lake Success Dam Access

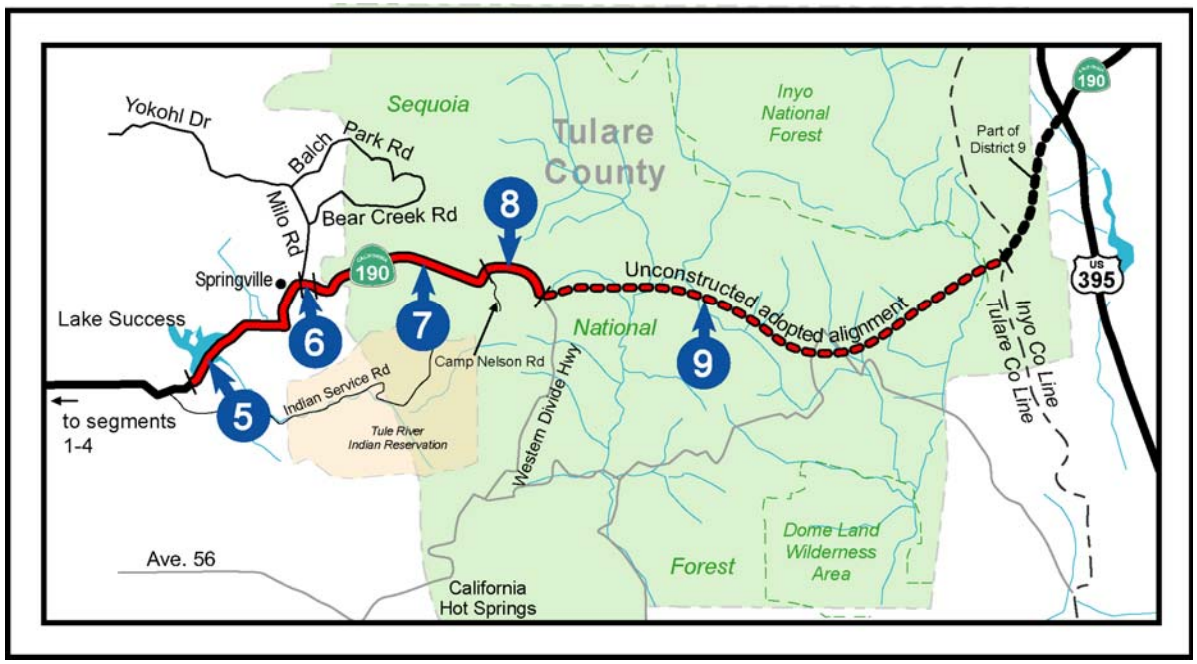
Ends: At Quaking Aspen Camp in District 6; unconstructed from Quaking Aspen Camp to the Inyo County Line (31 miles)

Land Use: Segments 5-9 graduate from hilly to mountainous terrain as the route ascends into the Sierra Nevada Mountains. The route generally follows the Tule River; it features a relatively narrow right-of-way and sharp turns. The community of Springville offers residential housing,

hotels, restaurants, grocery stores, services, and other amenities. Glimpses of the Tule River can be seen along the drive. An historic Pacific Gas and Electric (PG&E) hydroelectric power plant at the Tule River Powerhouse is located at PM 40.10. A Southern California Edison (SCE) flume is located downstream from the power plant and can be seen at along the route.

Pierpoint Springs offers a resort, including a motel, grocery store, restaurant, and real estate office. There are recreational opportunities along the way including hiking, camping, and fishing. Residences are interspersed throughout the route. The Route 190 terminates at Quaking Aspen Camp. The road continues as the Western Divide Highway/Pete Brewer Memorial Highway county road that goes on to Ponderosa, Johnsondale, California Hot Springs, and Kernville.

Facility: From the Lake Success area to the end of the route it is a 2-lane conventional highway. There are no junctions with state highways in this area.



Environmental/Historical Resources: In the vicinity of Lake Success (PM 20.01 to 26.54), the lake itself poses the major environmental issue. As the highway climbs up off the valley floor and crosses or parallels the Tule River, the major environmental concerns become water-related (wetlands, riparian vegetation) along with archaeological sites and endangered species. Additional environmental and right-of-way issues include potential constraints from the mountainous terrain, Tule River, existing structures, and the community of Springville.

The highway enters the Sequoia National Forest at PM 34.40, east of the town of Springville. Within the forest, archaeological and historic era sites are major concerns. With further study, perhaps the historic PG&E hydroelectric power plant and the SCE flume may be determined for eligibility in the National Register of Historic Places. There are many improvements present along this stretch of highway that were constructed by the Civilian Conservation Corps during the Great Depression, including a stairway from the highway to the Tule River. Much of this work has never been evaluated for historic significance. The Tule River continues to pose its own set of environmental issues whenever it is close to the route. Any existing or potential environmental effects of the unconstructed portion of the route are not a part of this document.

V. Concept Rationale

Route Concept LOS: Route 190 is classified as rural except for the portion in Porterville which is designated as urban. The route is also predominately indicated as a Minor Arterial or Major Collector. Therefore, the Route Concept LOS of D has been assigned to the entire route.

Concept Facility: The Concept Facility (the corridor considered viable within 25 years) is as follows:

- **2-lane conventional highway, Improved (Segments 1-2):** only operational and safety improvements are expected in this segment.
- **Maintain the existing 4-lane expressway (Segment 3):** no changes are expected to this segment.
- **2-lane conventional highway, Improved (Segments 4-8):** only operational and safety improvements are expected in this segment.
- **Unconstructed alignment (Segment 9).**

The Ultimate Transportation Corridor (UTC is for the facility beyond 2030) on Route 190 is to maintain a 2-lane conventional highway Improved for Segments 1, 2, 3, and 4. The UTC for Segments 3 and 4 is a 4-lane expressway. For Segments 5 and 6 the UTC is a 4-lane conventional facility. Segment 9 is unconstructed.

VI. State Route 190 Transportation Concept Report Summary Chart

The Summary Charts in Section VII depicts the 9 distinct segments and provides descriptive and technical information, both current and forecast, for Route 190. The Chart also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features, city/county boundaries, and typical highway geometrics. A "Chart Explanation" column defines what is shown on the Chart. The Summary Chart also delineates the functional classification, various highway designations, and general plan information.

Transportation Concept Report

State Route 190

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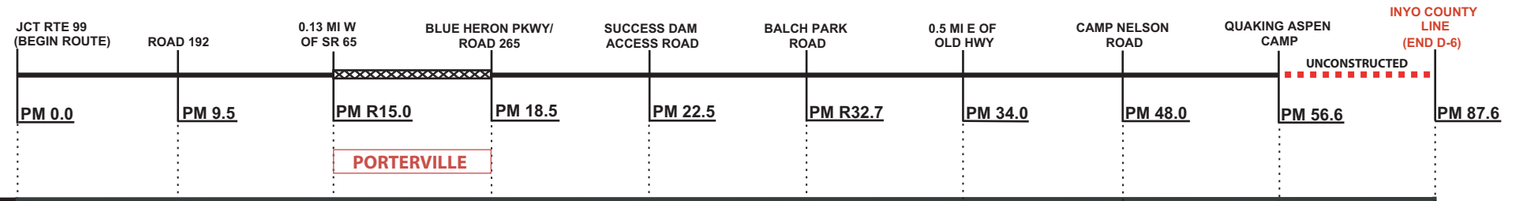
SUMMARY CHART 1-A

LEGEND

Existing Lanes
Conventional
Expressway
Unconstructed Segment
Number of Lanes: 2, 4, 6

* Length of Segments on this bar chart are not to scale



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2006) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AADT and Peak Hour.

(I)++: 2-lane conventional highway with improvements i.e. turn lanes, passing lanes, bike lanes, signals etc.

+: The Ultimate ROW is the same as the Existing ROW.

UNC: Unconstructed Segment - No highway information available.

NA: Not deficient - Concept Facility meets Concept LOS.

N/A*: Deficient-no projects recommended.

SEGMENT #	1	2	3	4	5	6	7	8	9
County / Route	TUL 190	TUL 190	TUL 190	TUL 190	TUL 190	TUL 190	TUL 190	TUL 190	TUL 190
Description Begin	SR 190/99 SEP	ROAD 192	0.13 MI W OF SR 65	BLUE HERON PKWY/ ROAD 265	SUCCESS DAM ACCESS ROAD	BALCH PARK ROAD	0.5 MI E OF OLD HWY	CAMP NELSON ROAD	QUAKING ASPEN CAMP (UNC)
Description End	ROAD 192	0.13 MI W OF SR 65	BLUE HERON PKWY/ ROAD 265	SUCCESS DAM ACCESS ROAD	BALCH PARK ROAD	0.5 MI E OF OLD HWY	CAMP NELSON ROAD	QUAKING ASPEN CAMP	INYO COUNTY LINE (UNC)
Postmile Limits Begin/End	0.0 / 9.5	9.5 / R15.0	R15.0 / 18.5	18.5 / 22.5	22.5 / R32.7	R32.7 / 34.0	34.0 / 48.0	48.0 / 56.6	56.6 / 87.6
Length (MI)	9.5	5.5	3.5	4.0	10.2	1.3	14.0	8.6	31.0
Rural or Urban	RURAL	RURAL	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	FLAT	FLAT	FLAT	FLAT	ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
ROW: Range Existing (FT)	50 / 50	50 / 50	142 / 142	100 / 142	100 / 100	80 / 80	60 / 60	60 / 60	UNC
Median Range (FT)	0 / 0	0 / 12	12 / 22	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	UNC
Shoulder Range (FT)	0 / 0	0 / 10	8 / 10	8 / 8	4 / 8	0 / 8	0 / 4	0 / 0	UNC
Lane Width (FT)	10	12	12	12	12	12	12	12	UNC
Ultimate ROW (FT)	110	110	+	+	+	+	+	+	UNC
Facility: Existing	2C	2C	4E	2C	2C	2C	2C	2C	UNC
2030 Concept	2C(I)++	2C(I)++	4E	2C(I)++	2C(I)++	2C(I)++	2C(I)++	2C(I)++	UNC
UTC	2C(I)++	2C(I)++	4E	4E	4C	4C	2C(I)++	2C(I)++	UNC
LOS: 2006	B	C	B	C	D	B	B	B	UNC
LOS: 20	C	D	C	D	D	C	B	B	UNC
LOS: 2030	C	E	E	D	D	C	C	C	UNC
LOS: 2030 Concept	D	D	D	D	D	D	D	D	UNC
Deficiency/Year Deficient	N/A	2030	2030	N/A	N/A	N/A	N/A	N/A	UNC
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
LOS W/ Concept Improvement	N/A	N/A*	N/A*	N/A	N/A	N/A	N/A	N/A	UNC
Directional Split (Peak Hour)	63 / 37	57 / 43	54 / 46	54 / 46	68 / 32	74 / 26	50 / 50	53 / 47	UNC
AADT: 2006	5,700	9,300	22,000	6,300	7,100	1,100	830	430	UNC
AADT: 2015	6,800	14,900	31,400	7,600	8,500	1,400	1,300	800	UNC
AADT: 2030	8,000	24,000	44,700	9,300	10,200	1,700	2,100	1,500	UNC
Peak Hour: 2006	570	930	2,200	620	700	140	100	55	UNC
Peak Hour: 2015	700	1,500	3,100	800	800	200	200	100	UNC
Peak Hour: 2030	800	2,400	4,500	900	1,000	200	300	200	UNC
% Trucks: AADT	31%	15%	18%	6%	8%	4%	4%	4%	UNC
% Trucks: Peak Hour	13%	15%	15%	6%	8%	4%	4%	4%	UNC

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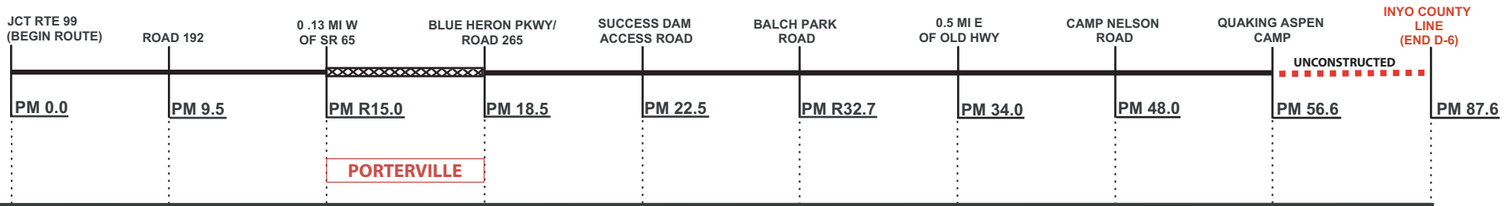
SUMMARY CHART 1-B

LEGEND

Existing Lanes
Conventional
Expressway
Unconstructed Segment
Number of Lanes
2
4
6
* Length of Segments on this bar chart are not to scale.



Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

Yes* = Designated Bike Lane or Route in Roadway

SEGMENT	1	2	3	4	5	6	7	8	9
County / Route	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190
Description Begin	SR 190/99 SEP	ROAD 192	0.13 MI W OF SR 65	BLUE HERON PKWY/ ROAD 265	SUCCESS DAM ACCESS ROAD	BALCH PARK RD	0.5 MI E OF OLD HWY	CAMP NELSON RD	QUAKING ASPEN CAMP (UNC)
Description End	ROAD 192	0.13 MI W OF SR 65	BLUE HERON PKWY/ ROAD 265	SUCCESS DAM ACCESS ROAD	BALCH PARK RD	0.5 MI E OF OLD HWY	CAMP NELSON RD	QUAKING ASPEN CAMP	INYO COUNTY LINE (UNC)
Postmile Limits Begin/End	0.0 / 9.5	9.5 / R15.0	R15.0 / 18.5	18.5 / 22.5	22.5 / R32.7	R32.7 / 34.0	34.0 / 48.0	48.0 / 56.6	56.6 / 87.6
Lane Length (MI)	9.5	5.5	3.5	4.0	10.2	1.3	14.0	8.6	31.0
Functional Classification	MINOR ARTERIAL	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
Freeway/Expressway System (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	UNC
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	YES	YES	UNC
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	A	A	UNC
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	E	NO	NO	NO	NO	NO	UNC
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
General Plan/RTP LOS Standard	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D
General Plan/RTP Standard Highway Classification	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY
Bikes/Pedestrians Allowed	YES	YES	YES	YES	YES	YES	YES	YES	UNC

VII. Review of State Route 190 Performance: Current and Future

As of the year 2006, Route 190 is operating at LOS B, C, D, and E throughout it extent in Tulare County. By the years 2015 and 2030, the LOS will likely deteriorate on all segments due to increased recreational, agricultural, commercial, and local travel. The route is projected to operate at LOS D, E, and F without improvements throughout much of the route by the year 2030. At this time, there are no capacity-improving projects (adding additional lanes) planned or programmed.

Projected traffic volume may necessitate additional study and consideration to potentially improve future traffic flow and safety. There are various State Highway Operations Protection Program (SHOPP) projects that focus on maintenance, safety, and operational improvements planned for the route, such as AC overlay, shoulder widening, and slope protection. In addition to regular maintenance and periodic operations and safety improvements completed on the route through SHOPP projects, ITS measures will continue to be evaluated for future implementation.

In the future, any projected financially constrained improvements to SR 190 in urbanized areas will be funded primarily by the Tulare County Association of Governments (the Metropolitan Planning Organization for the county) as indicated in their Regional Transportation Plan (RTP) updates.

VIII. Planned and Programmed Capacity-Increasing Improvements to Route 190

Currently, there are no planned or programmed capacity-increasing projects (adding additional lanes) for Route 190.

Project scope and technical data are for general informational purposes only. For current information, contact the Caltrans District 6 Office of Advance Planning at (559) 488-4162.

Segment PM From/To	SR 190 Planned Projects	SR 190 Programmed Projects
1-8 TUL PM 0.0-56.6 SR 190/99 SEP to QUAKING ASPEN CAMP	There are no capacity-improving projects currently planned for this segment.	There are no capacity-improving projects currently programmed for this segment.
9 TUL PM 56.6-87.6 QUAKING ASPEN CAMP to INYO COUNTY LINE (UNCONSTRUCTED)	There are currently no plans to construct this segment.	There are currently no plans to construct this segment.

DRAFT

Pages

Appendix

Local Metropolitan Planning Organization

Tulare County Association of Governments (TCAG)
Resource Management Agency
5961 S Mooney Boulevard
Visalia, CA 93227
(559) 733-6291

Air Quality District

San Joaquin Valley Air Pollution Control District
1990 E Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

Air Basin San Joaquin Valley

Air Basin Determination
Severe non-attainment for ozone and serious for PM^{10}. Contact the Air District for more information.

Transit Services

Tulare County Transit
5961 So. Mooney Boulevard
Visalia, CA 93227
(559) 733-6291

Traffic Accident Data

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Sources of Information - Caltrans

State Transportation Improvement Program (STIP), 2000, 2002, 2004
State Highway Operations and Protection Program (SHOPP), 2002, 2005, 2006
Interregional Improvement Track-Interregional Road System Plan (ITSP), 1998, 2000
Caltrans District 6 Bicycle Route Inventory for California State Highways (District 6 Edition), May 2004, Office of System Planning

Sources of Information - Tulare County

Regional Transportation Plan (RTP) 2004/05,
Tulare County General Plan, 2000
TCAG Countywide Bicycle Transportation Plan, May 2002

AADT: (Average Annual Daily Traffic). This designation indicates the total daily traffic that is counted at a particular location or within a particular highway segment and then averaged out over one calendar year.

Access Control (or Controlled Access): The condition where the ability to access a state highway by owners or occupants of abutting land is fully or partially controlled by public authority. Also, see Classification of Roads.

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs. (MUTCD Chapter 9 - California Supplement - 2004).
- **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

CMS: (Changeable Message Sign). A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- **Freeway (F):** A highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

CTC: (California Transportation Commission). The California Transportation Commission (CTC) was established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see **V/C.**

Facility:
- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 25 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance). Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System). A performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal-planning tool using a common statewide data set for state and local transportation planners.

ITS: (Intelligent Transportation Systems). ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

ITSP: (Interregional Transportation Strategic Plan). The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service). Level of Service describes operating conditions a typical driver will experience on a typical day while driving on a particular facility. Like a report card, the LOS is defined in categories ranging from A-F. "A" represents the best traffic flow (low **v/c** ratio and delay, no impediments) through "F" representing the worse congestion (extremely high **v/c** ratio and delay, gridlock conditions).

MIS: (Major Investment Study). When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, para-transit, light and heavy rail, ferries, airplanes etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Structures, Types of

PM: (MilePost Marker, Postmile or KP (Kilo Post). An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements) that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process that sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

- **FTIP:** (Federal Transportation Improvement Program). To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).

- **ITIP:** (Interregional Transportation Improvement Program). The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

- **PSR:** (Project Study Report). A pre-programming document required for project inclusion in the STIP.

- **PSSR:** (Project Scope Summary Report). An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.

- **RTIP:** (Regional Transportation Improvement Program). After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.

- **SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act: On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users **(**SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling $244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

- **SHOPP:** (State Highway Operation Protection Program). The SHOPP is a four-year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects that increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.

- **STIP:** (State Transportation Improvement Program). Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

ROW: (Right-of-Way). Denotes the *total* width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route: The California Legislature establishes the framework for the State Highway System by describing each state roadway in the Streets and Highway Code. This description establishes the official beginning and ending points of a state highway and in some cases intermediate control points.

Route Adoptions: Route Adoptions are needed for the following reasons: (1) any new alignment of an existing legislative route, (2) to establish the location of an unconstructed route, (3) to allow for the conversion of any conventional highway to a freeway or other form of controlled access route, (4) designating a traversable highway and (5) for any temporary alignments along an established state route. Route adoptions are approved by the CTC prior to submission to the FHWA for final approval.

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), and Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.

- **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.

- **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.

- **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterial, the defense strategic highway network, and strategic highway connectors.

- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.

- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.

- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.

- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.

- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment

- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

Route Numbering: South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency (RTPA). The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

  According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

  State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Structures, Types of

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

STRUCTURES, Types of

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road.
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrossing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line.

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated $4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

Undercrossing: See Structures, Types of

Underpass: See Structures, Types of

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.

INTELLIGENT TRANSPORTATION SYSTEMS

Changeable Message Signs (CMS) / Highway Advisory Radio (HAR)/ Future 511 System

Changeable Message Signs

Existing and Proposed
Status-February 2005

EXISTING CHANGEABLE MESSAGE SIGNS					
Element Type	County	Route	Post Mile	Location	Status
D6CMS	TUL	190			Existing
PROPOSED CHANGEABLE MESSAGE SIGNS					
Element Type	County	Route	Post Mile	Location	Status
D6CMS	TUL	WB 190	0.96	E OF RTE 99	Proposed
D6CMS	TUL	EB 190	13.65	W OF RTE 65	Proposed

Highway Advisory Radios

Existing and Proposed
Status-February 2005

EXISTING HIGHWAY ADVISORY RADIOS					
Element Type	County	Route	Post Mile	Location	Status
D6HAR	TUL	190			None
PROPOSED HIGHWAY ADVISORY RADIOS					
Element Type	County	Route	Post Mile	Location	Status
D6HAR	TUL	190	15.24	RTE 190/RTE 65 INTERCHANGE	Proposed

*For more information, contact the Chief of Traffic Management at (559) 488-4163.

511 Travelers Information

Status - November 2005

The 511 system is a new three-digit phone number program to access travel information that is currently being implemented throughout various areas of the country. Caltrans' Reverse Commute Study/Special Studies Branch is working with Traffic Operations and Caltrans' Districts to develop a "California 511 Strategic Development Plan for Rural and Inter-Regional Traveler Information System" to meet the traveler's highway and transit information needs. When fully implemented, 511 will be an easy to remember telephone number.

Segments PM From/To	Transit Services Description By Segment(s)
1 PM 0.00-9.50 SR 190/SR 99 Separation to Road 192	No transit services of any type are provided between the Route's beginning at SR 99 and Road 192.
2 PM 9.50-R15.20 Road 192 to SR 65	Transit services are provided within in this segment Monday through Friday by the Tulare County Transit (Tulare County's rural transit system) Poplar Route. Additionally, Porterville Transit currently uses a very short portion of this segment (Prospect St to SR 65) Monday through Saturday for its Route 6 Family Health Care Network Clinic Loop.
3 PM R15.20-18.50 SR 65 to Blue Heron Pkwy/ Road 265	Transit services are provided within this segment Tuesday through Thursday by the Tulare County Transit Springville Route. Additionally, Porterville Transit currently uses a portion of this segment (Plano St to Road 265) Monday through Saturday for its Route 4 Developmental Center-Porterville College Route.
4-5 PM 18.50-R32.70 Blue Heron Pkwy/ Road 265 to Balch Park Dr	Transit services are provided within this segment Tuesday through Thursday by the Tulare County Transit Springville Route.
6-8 PM R32.70-56.60 Balch Park Dr to Quaking Aspen Camp	No transit services of any type are provided between Balch Park Drive and the route's terminus at Quaking Aspen Camp.
9 PM 56.60 to 87.60 Quaking Aspen Camp to Inyo County Line (unconstructed)	Currently unconstructed portion of highway.

Segment (s) PM - From/To	Bicycle Facilities by Segment [1][2]
1-2 PM 0.00-R14.50 SR 190/SR 99 Separation to SR 65	Two lane conventional highway-open to bicycle travel. Level terrain. *Shoulder width 0'.* No direct alternate route currently exists. [3][4] Designation: The Tulare County Association of Government's "2002 Countywide Bicycle Transportation Plan" lists these two segments as a "proposed Class II or Class III Bikeway."
3 PM R14.50-18.50 SR 65 to Blue Heron Pkwy/ Road 265	Four lane freeway (PM R14.50-16.80) and four lane expressway (PM 16.80-18.50 segment . The freeway portion is currently closed to bicycle travel while the expressway portion is open to bicycle travel. Level terrain. *Shoulder width 8'.* No current direct alternate route exists. [3][4] Designation: The Tulare County Association of Government's "2002 Countywide Bicycle Transportation Plan" does not currently list this segment as an existing or proposed bikeway.
4-5 PM 18.50-R32.70 Blue Heron Pkwy/ Road 265 to Balch Park Road	Two lane conventional highway-open to bicycle travel. Level terrain in western portions-hilly and widening in eastern portions. *Shoulder width 8'.* No direct alternate route currently exists for these segments. [3][4] Designation: The Tulare County Association of Government's "2002 Countywide Bicycle Transportation Plan" lists these two segments as a "proposed Class II or Class III Bikeway."
6-8 PM R32.70-56.60 Balch Park Road to Quaking Aspen Camp	Two lane conventional highway-open to bicycle travel. Hilly to mountainous terrain-numerous steep grades and sharp curves. *Shoulder width 0'-roadway only 9' wide in several locations .* No direct alternate route currently exists for these segments. [3][4] Designation: The Tulare County Association of Government's "2002 Countywide Bicycle Transportation Plan" does not currently list these two segments as an existing or proposed Class I, II or III Bikeway.
9 PM 56.60 to 87.60 Quaking Aspen Camp to Inyo County Line (unconstructed)	Currently an unconstructed portion of the highway. No bicycle facilities in this segment.

[1] **Deputy Directive 64 (DD-64)** - **(Policy)** The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in **ALL** programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices..."

[2] **PDPM - Chapter 31** (Non-motorized Transportation Facilities) Section 1 - General - Introduction - ".... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

[3] **Streets and Highway Code - Section 888** - "The department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route, or such a route already exists."

[4] **California Vehicle Code - Section 21960 (Bikes & Pedestrians on Freeways)** (a) The Department of Transportation and local authorities [i.e. acting together - but not separately], [may] by order, ordinance, or resolution, with respect to freeways, expressways ... prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other non-motorized traffic..."

Segment (s) PM From / To	Pedestrian Facilities by Segment [1][2][3][4]
1-9 Tulare County All Segments	Pedestrian and ADA concerns are to be found primarily in Segments 2, 3 and 5, that is, in and near the city of Porterville (PM R14.68-16.98), and in and near the community of Springville (approximate PM 30.90-R32.68). In each case there are large concentrations of residential, retail, and commercial properties adjacent to our right-of- way. The remainder of this route is very rural with few if any pedestrian or ADA concerns at the present time. However, should any major projects be constructed within these segments pedestrian and ADA concerns, such as sidewalks, ramps, curb cuts and railings, may need to be addressed.

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